Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 506 **Const Calendar Day:** 79 **Date:** 22-Aug-2012 **Wednesday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** overcast am, clear pm

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
JACKING SADDLE; LOAD TRANSFER PREP FIELD WORK:

No field work today. ABF Safety checks the confined space air inside W2 first thing in the morning. Even though there is no work inside the confined space inside W2, the blower is turned on today. ABF has a short list of some items to address before the next jacking operation to install the second shim.

VISITORS: DJV TO EXAMINE STRAND TRANSITION FROM SADDLES TO CABLE BANDS:

Between 1200 and 1300, I am in the field with George Baker of the DJV at the east saddles, W2 saddles, and tower saddle. We are there to examine the strand flare/transition between the saddles and the first cable bands at the compacted cable. At the transitions between the deviation/jacking saddles and the cable bands in the west loop, the cable bands are loose per CT/DJV direction, with strapping holding the compacted cable shape. At the transitions from the deviation saddles going into the sidespan, the cable bands at PP8 have snug tight cable band bolts. At the transitions from the tower saddle going to the sidespan, the cable bands at PP40 have fully tensioned cable band bolts. At the transitions from the tower saddle going to the mainspan, the cable bands at PP44 have snug tight cable band bolts. At the transition from PP 117 going to the east saddles, the cable bands are not installed yet. The amount of temporary strapping at the compaction termination point varies at the different locations. The DJV will respond in a few days to provide strapping requirements to prevent the straps from breaking under the load transfer tension increase in the cable. This is necessary to prevent the compaction from being lost at the point where the compacted cable starts just outside each of the saddles.